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Complimentary Olaf E. Ray

GANGE ROLF

—OR—

ROLLO OF NORMANDY

MEMORIAL ESSAY

PUBLISHED BY

OLAF E. RAY

CHICAGO

171

ROLLO OF NORMANDY.

A MEMORIAL ESSAY.

Memorial Essay

—ON—

Some Phases of the Maritime Life of France and England Directly Traceable

—TO—

THE VIKINGS

BEING THE ESSAY DELIVERED BY

MR. OLAF E. RAY

AT THE

Historical Congress of Rouen,

June 6th to 10th, 1911.

ENLARGED AND REARRANGED
BY
WILHELM PETTERSEN.

PUBLISHED BY

OLAF E. RAY

In Honor of the Unveiling of the Rollo Statue at Fargo, N. D.,
July 12, 1912.

CHICAGO, ILL.

DL65
.R3

GUS. G. MARTIN,

Printer,

2345 Milwaukee Ave.,
CHICAGO, ILL.

AUG 191

MOTTO:

"Qui mare tenet, eum
necesse est rerum potiri."
Cicero ad Atticum.

Who holds dominion of the open sea,
To universal power holds the key.

Gift
Author
(Person)
AUG 19 1917

GANGE ROLF.

MILLÉNAIRE DE NORMANDIE
911 — 1911

ROLLON — HROLF

Farouche enfant du Nord, il grave son Histoire
D'un redoutable fer forgé par la Victoire.
Il affronte les mers et leur noirs tourbillons
Et sur le roc anglais plante ses pavillons.
Banni du fjord natal, il cherche une Patrie
Digne de sa valeur, il la trouve en Neustrie;
Et c'est là qu'accouplant ses héros aux fiers cœurs,
Il rêve de créer un peuple de vainqueurs.
Des Romains et des Francs il efface la trace,
Du sol gaulois jaillit une nouvelle Race
Où la témérité s'unit à la raison.
Le Chef barbare ouvrant l'âme à la foi profonde
Devient législateur: il sape, il crée, il fonde!
Le cercle de son glaive élargit l'horizon;
De son camp de Rouen, il impose, il commande,
Fait redouter aux Rois la puissance normande,
La barque du Pirate accoste au Trône . . . Eh bien,
Voici ce qu'accompli sa formidable épée . . .
Puis, héros de Legende autant que d'épopée,
Il s'efface . . . Est-il mort? L'Histoire n'en sait rien!

ALBERT LAMBERT.

17 Mars 1911.

ROLLO—GANGE-ROLF.

(Translated by Wilhelm Pettersen.)

Fierce son o' the North, he graved his history
By valor's mighty sword forged by Victory.
In high-beaked ships o'er turbulent seas he went
And on fair England's shore first pitched his tent.
Exiled from home, on Neustria's shore he found
A home full worthy of his great renown,
And here he gathered hosts of heros brave
Who fought to conquer or to seek a grave.
Of Roman and of Franc he left no trace,
But planted in the land a new-born race
Whose courage blended well with reason's sway.
This pirate-chief to faith oped wide his soul,
And as a statesman played a founder's role.
His sword made wide th' horizon of his day.
Rouen he ruled as duke, the while kings feared
When Rollo's battle-ry, "harou," they heard
Rising from ships that anchored 'neath the throne.
In lofty strains the Scalds his deeds proclaimed—
Him History one of her heros named—
Founder of Normandy, Old Norway's mighty son!

This group of saps was taken at the adjournment of that session of the Historical Congress over which Mr. Ray was chosen to preside. Mrs. Ray, who is of Norman descent, sits on the left. She has decorated with an American flag Hj. R. Holand's Rune-stone. Among others in the group are President of the Congress, M. Lucien Valin, and the renowned Swedish scholar, Prof Oscar Montelius.

FOREWORD.

Last year Normandy celebrated the thousandth anniversary of its conquest and settlement by the Northmen, and this unique celebration was participated in, not only by Frenchmen at home and abroad, but by Englishmen as well as by Norwegians, Danes, and Swedes. The National Organization of the Sons of Norway in the United States, having been asked to send a delegate to Rouen as their representative, chose Mr. Olaf E. Ray, who before the Congress held at Rouen from the sixth to the tenth of June, 1911, read an essay on "**Some Phases of the Maritime Life of France and England Directly Traceable to the Vikings.**"

Mr. Ray was no sooner back from his visit to Normandy than he spoke to the author of this "Memorial Essay" about writing something for our own people in America that would enable them to recognize, if only superficially, the great part played in the world's historical drama by the men whose courage, energy, wisdom and adaptability made Normandy, modern France, Sicily, the Crusades, modern England, and the discoveries of a new continent possible. And what better occasion for bringing out just such a "Memorial Essay" could possibly present itself than the gathering in Fargo, North Dakota, in July of this year, of thousands of Norwegian-Americans and French-Americans to hear our united singing societies sing the songs of Old Norway and to see unveiled the statue of Rollo of Normandy, the very man who inaugurated a new era in the history of Europe and of the World? Not until our descendants in the year 2000 A. D. shall be able to celebrate the thousandth anniversary of the discovery of America by Leif Ericsson will an occasion arise equal in importance to the unveiling of the Rollo statue at Fargo.

If any one thinks this to be an exaggeration and an over-estimation of what the conquest of Normandy by the Northmen historically involves, let him listen to the introductory words of the committee that had charge of the celebrations at Rouen last year:

"It is this year a thousand years since the Scandinavian pirates decided to build their homes in Neustria and selected to become Frenchmen. The state which had its birth in the treaty of Saint-Clair-sur-Epte marched rapidly forward to a brilliant destiny. Under the wise rule of its dukes it became a feudal power of the first order. One hundred and fifty years after its foundation, by a "coup de force" till then without a parallel in history, the duchy annexed to itself a kingdom, and the duke of Normandy became the king of England.

At the beginning of the twelfth century the rising sun of Normandy spread its rays out over the whole world. It gave kings to the Two Sicilies, princes to Asia Minor, and the duke who ruled at Rouen soon extended his sway from the Pyrenees to the furthest of the Orkneys. When Normandy, after three centuries of independent life, laid the foundation for a united France, it still knew how to guard its individuality, its customs, its laws, and the eminent qualities that still distinguish the Norman race among all others

The children of Normandy have, in all the various branches of human activity, contributed a large share to the enhancement of the glorious patrimony of the common French fatherland."

The truth of the statement last made is brought visibly to our attention by the programme gotten up for the Congress.

Under the general head of Norman literature the following subject matters were put up for consideration: 1. The first Norman Trouveres and the poetic history of Normandy. 2. The land of the Normans in poetry and prose from Oliver Basselin's "Vaux de Vire" to the novels of Maupassant. 3. The Norman theatre in the middle ages. 4. The influence of the genius of

Normandy on French letters of the seventeenth century from Malherbe to Fontennel. 5. The literary movement in Normandy during the nineteenth century. 6. Localities in France where are found names of Scandinavian origin or names that have Scandinavian prefixes or suffixes. It would probably have saved the writer of this "Memorial Essay" a great deal of valuable time and hard work if he could have had in his possession the paper read by M. Joret, a member of the Institute, on "Scandinavian elements in the place-names and the folk-speech of Normandy."

Under "Norman Archaeology and the Fine Arts" the following interesting subjects were proposed: 1. Naval construction of the Normans—"Drakars," barges, boats, caravels and ships of all kinds down to the present time. 2. Numismatics—Coinage in the time of the dukes, the kings of England, and the French sovereigns. 3. The strong fortresses on the banks of the river Epte. 4. Influence of Norman architecture on English art. 5. Influence on Norman artists on Sicilian architecture—can a similar influence be traced in the cathedral of Milan? (And what about the cathedral of Trondhjem?) 6. Roman art in Normandy in the tenth, eleventh, and twelfth centuries—Architecture and sculpture. 7. The gothic art—Civil and religious monuments, tombs etc. 8. The Renaissance—Castles, palaces, manors, churches. 9. Old paintings from the Roman or gothic period. 10. Norman architecture during the seventeenth and eighteenth centuries—Castles, manors, palaces and public buildings. 11. Ceramics. 12. Works in colored glass. 13. Tapestry. 14. Works in ivory. 15. Norman customs—Figures on monuments, manuscripts, paintings, sculptures etc.—Are there still localities, where traditional customs are found?

Under the general head of history and geography of Normandy the following subject-matters were proposed: 1. The countries of Normandy. 2. Topography of the shores of the river Seine at the time of the Norman invasions. 3. Did the Northmen establish colonies in North America in the ninth and the tenth centuries? 4. Where was "Oscellus," or where did the Northmen

have their winterquarters in the ninth century. 5. Rouen in the time of the Norman dukes. 6. The material and moral state of Normandy at the end of the ducal period (1204). 7. Economic and social consequences of the Hundred Years' war. 8. The states of Normandy in the fifteenth and sixteenth centuries. 9. The municipal organization of Rouen from its reconquest by Charles the seventh till the death of Henry the second (1449-1559). 10. The renaissance of arts and letters in Rouen and in Normandy in the first half of the sixteenth century. 11. The causes of the Reformation in Rouen and Normandy. 12. Legislative and administrative proposals from Normandy in 1789. 13. Historians of Normandy. 14. Science and art of navigation of the Normans—Biographies of Norman explorers and navigators till the present time. 15. The ancient noble families of the duchy. The companions of William the Conqueror. 16. The corporations of artists, mechanics and merchants (trade guilds of Normandy). 17. The religious brotherhoods. 18. The great sea-ports of Normandy in the last century. 19. The regulation of rivers in Normandy. 20. The rural population of Normandy at the present time. 21. Land tenure of to-day in the different parts of Normandy. 22. Higher education in Normandy under the old regime (Bourbon dynasty) and since the Revolution down to 1870—Secondary education—Primary education.

Under the head of Norman jurisprudence the following interesting questions were proposed:

1. Origin of Norman laws—what contribution have the Scandinavians made to the legal system of Normandy? 2. Norman institutions at the time of William the Conqueror. 3. Evolution of the criminal law, a) under the dukes, b) under the French kings. 4. The influence of the canonic law. 5. The influence of the jurisprudence of the French court on Norman jurisprudence. 6. The influence of Norman institutions on those of England and France in the twelfth and thirteenth centuries. 7. How did the "Exchequer" become a court of appeal and at what time? 8. What changes in Norman jurisprudence did the reform of the "Customs of Normandy" bring about? 9. An

examination of the marriage contract in Normandy. 10. What part of the socalled "Grand Coutumier" of Normandy is still in force in the Anglo-Norman islands? Probably on account of the difficulty involved in examining the above questions, they still present almost virgin soil to some well-balanced investigator; but a careful and scientific examination into some of these matters would no doubt yield interesting material for the solution of the question: Were the conquerors or settlers of Normandy Norwegians or Danes?

Dr. Frithjof Nansen has indicated what might be found here by calling attention to the fact that the division of a whale in Normandy took place according to the same general rules as were followed in Norway centuries back and are still followed on the west coast of Norway. Customs, laws, manners, industries, are, more than chronicles of densely ignorant monks—some of whom did not know the difference between the Scandinavian countries and the Black Sea region,—yes, and even more than language, likely to lead to a correct solution of this interesting, important, but tangled question.

But it may as well be definitely settled first as last that the question must be investigated in Normandy, where the descendants of the first settlers still remain.

The fifth and last group deals with science and industry, and the eleven questions under this general head prove conclusively that Normandy has produced men who are among the foremost, not only in commerce and navigation, but in the great modern industries, and in all the sciences, both pure and applied. Thus Normandy has produced zoologists, botanists, geologists, and paleontologists; it has given to France great anatomists, surgeons, and physicians; it has been the birthplace of famous mathematicians, astronomers, physicists, and chemists; it numbers among its famous sons engineers, architects and inventors; and all this is frankly admitted to be attributable to the fact that the blood of the vikings of the North still pulses strong in the veins of the Norman people both in the country and in the cities.

The following essay, being the essay read in French by Mr. Ray at Rouen, enlarged and somewhat re-arranged, lays no claim to originality or to scientific exactness. It is mostly a collection of "flotsam and jetsam" from the great sources of information.

To anyone who may wish to pursue further the study of any particular question touched upon in the essay, the following list of works among those consulted may prove of interest.

Macpherson's Annals of Commerce.—Noël's Histoire du Commerce du Monde.—Pardessus's Us et cotumes de la mer. Mas Latrie's Treaty of Peace and Commerce.—Steintz's The Ship.—Lavisse's Historie de France.— Worsaa's Den danske Erobring af England og Normandiet.—Dondorff's Die Normannen.—Johnson's The Normans in Europe.—Freeman's Norman Conquest. Schack's Geschichte der Normannen in Sicilien.—Alexander Bugge: Vikingerne.—Janin: La Normandie.—Brunot's History of the French Language.—Suchier's Bibliotheca Normannica.—Fritzners Oldnorks Ordbog.— Le Hericher's Topographic Philology of Normandy.—Hatzfeldt-Darmesteter's French Dictionary. In conclusion I wish to thank the librarian at the Chicago Public Library and Mr. Sörensen of the Newberry Library for the invaluable assistance they have rendered.

Chicago, Ill., July 4, 1912.

WILHELM PETTERSEN.

SOME PHASES OF THE MARITIME LIFE OF FRANCE AND ENGLAND, DIRECTLY TRACEABLE TO THE VIKINGS.

ARC DE TRIOMPHE DE LA RUE JEANNE D'ARC.

SHIPBUILDING AND THE ART OF NAVIGATION.

Everybody admits that the Vikings of the North were in a high degree in possession of the qualities that go to make a great sea-faring race.

The Northmen, when in the eighth century they appear on the coast of England, Scotland, and Ireland as pirates and traders, are already in possession of all the art and crafts necessary to sail the sea. Some day we may even come to know so much about our Northern ancestors and their life about the eighth century A. D., that we shall see how ridiculous it is to call them savages, or even barbarians.

A brisk trade was carried on with Finmarken, with the islands west of Norway, with Scotland and Ireland, even at that early period, when the historical appearance of the Normans was yet no larger than a man's hand on the European horizon.

One of the best attested facts about these terrible Northmen is that they were expert ship builders. A distinguished citizen of Rouen, M. Alfred Ravet, has brought this to our attention in a finely written brochure, entitled "La Marine des Vikings."

In the United States, Prof. A. A. Veblen, has made a special study of this subject. His theory is that there have been two European ship-building centers, one in the Mediterranean, and another starting in the Baltic, but eventually finding a fixed and congenial home on the Southern and Western coasts of Norway. Remains of these ships in a fairly good state of preservation have in recent years been unearthed in Norway.

It may be suggested as probable—to do no more at present—that the beautiful French and English clippers as well as our own Norwegian ships and boats, especially the classic Nordlands-

boat, the true swan-boat, if ever there was one, are, consciously or unconsciously, built after the old Viking vessel as their model.

In Norway, three especially important "finls" of the remains of old vikingships have been made. In 1867 the whole bottom of such a vessel was dug out of a tumulus (gravhaug) in Tune in the vicinity of Sarpsborg. This was followed in 1880 by the finding of the famous Gokstad ship which was taken out entire from a tumulus in the neighborhood of Sandefjord, and for the first time it was now possible completely to reconstruct, by means of an actual specimen, a ship such as the Norwegian vikings used.

Then came the discovery of the Oseberg ship in the early autum of 1903. This ship is supposed to date from about the beginning of the ninth century.

From these and other "finds" made in different parts of Northern Europe, from the "Helleristinger" or rock-engravings especially found in Sweden,—from the description of ships in the ancient sagas, and from the words found in the ancient Norse language together with those found in Old French, and still remaining as a distinct sea-terminology in all the languages of Northern Europe, can now be traced the influence which the old vikings from the Scandinavion North exerted on the maritime life of the world.

Like the figures of some ancient cameo or the bas-relief of some famous antique vase the old Norse sea-terms, still found in the French, English, and German as well as in the Scandinavian languages, stand out with a distinctness that leaves no doubt as to where they have originated.

The breath of the salt fjords of Norway, the strong "heave" of the North-sea waves, the gleam of Northern light and of the fierce and irresistible battle-axes and helmets seem to mingle, to come and go, to rise and fall in the sea-terms of the old Norse sea-kings.

Language is the best indicator of the condition of an art,

a craft, or a science, as it registers the knowledge of it through the nomenclature of its details.

And in this respect, the Old Norse language is not found wanting.

(In the following words the accents and the two letters for the sound "th" are not indicated.)

The sea is called adalhaf, glaer, hler, sjar, sjor and saer.

The waves are described as adrykkr, afall, alda, bara, breki, bodi, brim, bylgia, kolga, and unn.

The wind is called blaer, bylr, byrr, dus, gol, and hregg.

A ship or boat is besides the general name of batr and of skip: beit, dreki, dromundr, eikja, farkostr, ferja, flaust, fley, knörr, nökkvi, reidi, skeid, skuta, snekki, etc. There are stjornbordi and bakbordi, a vedr and hle, kjöllr, thopta, thilja, stafn, stjorn, bard, bogr, bord, bordstokkr, brandr, grima, lypting, fyrrerum, hrefni, hlyr, kinungr, roedi, rong, vida, viggyrdill, as the parts of the ship itself, a catalogue, while not exhaustive, yet practically so.

Then come the "reidir", the things that make up the full equipment of a ship, also called "greidar" (so to this day in Norwegian: "greier", and in old French "agres"), as follows: akkeri, aktaumr, ar, bugrlina, vod or vad, hasegl, hals, hjalmvolr (in modern Norwegian "styrvoll"), hlummr, klo, lik, ra, sigla, simi, skaut, stag, taug. The Old Norse language had words designating to load and to unload ("ferma" and "afferma"); to keep a vessel from going forward ("andoefa"), to go about (bauta"), to run up close to the wind ("bita"), in English "by-the-wind", to pull on a rope ("hala"), to set sail ("sigla"), to roll ("skeika"), and many others too numerous to mention, but enough to show that all a ship's parts, all necessary belongings, all "manoeuvres", all commands could be designated in words, of which a single one alone appears to be borrowed, if borrowed it is, and that single word is "akkeri", anchor, an old word found in almost all the Indo-European languages.

Hence there is no doubt that they were proficient in ship-building and in the art of navigation. The science of navigation was yet to come with compass and sextant, chronometer and all the appurtenances of modern navigation due to the study of astronomy, meteorology, oceanography, etc. But they had the principal elements of the science, for they understood the various positions of the sun, the ebb and flood of the ocean, they knew about the flight of birds to help them find their way to shore, they knew about the current ("straumr"), and they could take soundings.

This is not the place to discuss the question of the invention of the compass, to which invention Norway to-day lays no serious claim. Nevertheless, it may not be out of the way to quote an English writer with respect to the nautical arts and science possessed by the Scandinavians, particularly the Norwegians and Icelanders, at this time, to wit.: about the beginning of the tenth century.

He says: "Navigators accustomed to depend on the almost infallible assistance of the compass and quadrant, of arithmetical and astronomical tables, will be astonished when they reflect on the intrepid spirit of those adventurous sons of the Northern ocean, who without any of these modern contrivances and aids dared to commit their barks for several days, perhaps often weeks, to a boundless expanse of ocean, and trust their lives to the chance of seeing the sun and the stars.

Somewhere between 871 and 900 Ohther, a Norwegian, was sent out on an exploring expedition by the English king Alfred the Great, coasted along the country of the Fins, now called Lapland, passed the North Cape, and penetrated into the great bay where Archangel now stands.

The northern people at that time were accustomed to catch whales and seals. Whales of from 72 to 75 feet were so numerous on the coast of Norway, that Ohther with the help of five men could kill sixty of them in two days."

And the same author, further on, says: "Although it may be too much to claim for the Norwegians—as has been done—the honor of having invented the compass, it is told by Torfæus in his "History of Norway" that "In the year 1263 the compass, fitted into a box as now, though probably without a card, was in common use among the Norwegians, who had so just an idea of its great importance that they made it the device of an order of knighthood to be conferred on men of the highest rank."

INFLUENCE ON SEA-TERMINOLOGY.

Now, how about the influence of these proficient navigators upon the sea-terminology of the countries to which they came as marauders one thousand years ago, and in which they have remained to this day.

That Normandy has contributed in large measure to the making of France there can be no doubt. "Si monumenta requiris, circumspice", which means: If you need proof, look about you. At the same time there is no doubt that the words left by our Northern ancestors in the French language are comparatively few.

Glancing at random through Robert Keelham's Dictionary of the Old French or Norman language, we come upon words like "ain", a hook; "bateaux", boats; "borc", a village; "bord", on board; "brant", burnt; "brek" or "breche", a gap; "brug", bridge; "Druthin Dieu", the house of God; "escaud", old Norse "scadu", damage; "escrin", a coffer; "eskep", shipped; "fare", to go; "garth", a yard, backyard, still called, "gaard", in Norwegian; "grith", peace; "grithstole", sanctuary; "guelle", throat; "in harneys", arrayed; "haus", a house; "man", meant a Norman; "mire" the sea

(Norwegian sailors today call the sea "Blaamyren," "the blue mere"); "scutelar" or "cutelaire", sergeant of the scullery, officer of the king's household who was to take care of the dishes, (in Old Norse, "Skutilsvend"); "seil", sail; "tanqe", think; "vey" (haut), highway; "windermonet", month of October or November, etc.

"Ain", a sharp hook, is in O. N. "ange". "Bateau", a boat, is in O. N. "batr". "Borc", a village, borough, is in O. N. "borg", found in Norwegian in Sarpsborg, and in many Swedish and Danish city-names. "Bord", on board, is clearly Old Norse, from "bord", the side of a ship. "Brant", burnt, is from O. N. "brenna", now in Norwegian "braendt". "Brek" or "breche", a gap or breach, is from O. N. "braka". "Brug", a bridge, is from O. N. "brygga", a plank reaching from the ship's side to the land, and later a wharf built into the sea. Hences Bruges (Brugge) in Belgium.

"Druthin Dieu", the house of God, may be a redundancy: "Drott-heim" and "Dieu", meaning "the Lord's house of God." "Escaud", damage, offense, is O. N. "scadu". "Escrin", a coffer, is in Norwegian "skrin". "Fare", to go, is O. N. "fara". "Grith", peace, is a well-known Old Norse word; and "grith-stole", a sanctuary, then explains itself as the place where "grid" is asked or given. "Guelle", throat, may or may not be of O. N. origin. The rest of the words cited above, all taken from the oldest Norman-French language as brought into England by the Norman conquest, are clearly Old Norse.

And there are others like "bro", a field; "geast", O. N. "gestr", a guest; "hagu", a house; "hastier", a minister, and to dispatch; "hous en hous", from door to door; "naz" and "neze", a nose; "sace", the pleading in a lawsuit; "siglaunte", a ship sailing; "strome", a stream; "thrave de blees", a thrave (handful) of sheaves, O. N. "trefi", from "trifa", to grasp, and in Norw. dialect "triva, treiv, treve".

Perhaps the strongest testimony to the comparative paucity of words derived from Old Norse now found in French, is

presented by a collection of Franco-Norman texts called Bibliotheca Normannica, by Herman Suchier; for a rapid glance thru these valuable texts failed to bring to light more than the following words that can well be claimed as of Scandinavian origin, to wit:

"Bort", Old Norse "bord", a ridge; "burc", O. N. "borg", a city; "eschipre", O. N. "skipare", a sailor, skipper; "sigler", O. N. "sigla", to sail; "escume", O. N. "skum", foam, scum; "esturman", O. N. "styrimadr", a pilot, steersman; "broigne", O. N. "brynja", a cuirass; "estrif", O. N. "strid", strife; "flot", O. N. "flod", a river, flood; "frizun", O. N. "frjosa", to freeze; "hafne", O. N. "höfn", a harbour; "estiere", O. N. "styri", a rudder helm.

In one of the texts contained in the above quoted "Bibliotheca Normannica", by Marie de France, the following occurs:

"Puis qu'il l'ot lancie en la mer
a l'estiere vait governer.
Tant guverna la nef e tint,
le hafne prist, a terre vint."

Here are two Old Norse maritime terms, and it is a lady that writes. It is, may it be hoped, a pardonable offence to call attention to the fact, that in these seven volumes of early Middle Age Franco-Norman texts, many countries of Europe are mentioned, Scotland, Brittany, Flanders, Gascony, Ireland, Northumbria, Gotland, Normandy and Norway, but Denmark is not mentioned once, as far as could be found.

The Hatzfeld-Darmesteter Dictionary, speaking about the French language, says:

The stablishment of the Normans, during the 10th century, in that part of Neustria which later took the name of Normandy, and their fusion with the native population naturally led to the introduction of some Scandinavian words into the speech of that part of France, whence they sometime have become naturalized

in the French language of to-day. Then it goes on to give the following words as unquestionably of Scandinavian origin:

"Babord", larboard, O. N. "bakbordi", "Bateau", boat. "Bitte", O. N. "biti", a log or cross-timber in a ship, still used in Norwegian as "bite". "Bitts", are vertical posts or timbers fastened to the deck of a ship and to which cables are made fast. "Tonne", in O. N. "tunna", and the same in Low Latin, which makes the origin a bit doubtful; a cognate Norwegian form is "tina". "Berge", of which Brachet in his Etymological French Dictionary says that it is of unknown origin, is almost certainly the Norwegian word "berg" from O. N. "bjarg". "Bouline", "bowline", is the O. N. "bugrlina". "Etai", a stay, is the O. N. "stag". "Etambot" is the Norw. "stavnsbord". "Etrave", is the O. N. "stafr", in Norw. "stavn" or "stævn", the stem or prow of a vessel. "Ouaiche" or "ouage" is O. N. "vaagr", modern "vaag", a small bay or inlet. "Tillac", in O. N. "thilja", and "tolet", in O. N. "thollr", are still used as "tilje" and "tolle" in modern Norwegian. "Touer", to tow, is still called "toga" in Norw. dialect. "Tribord", starboard, is O. N. "stjornbordi" or "styribordi" and modern Norw. "styrbord". "Ecoute", a sheet, in O. N. "skaut", "Episser", to splice (a rope), seems derived from the same root as the word "spissa" which to-day is used in the same sense in Söndmöre, whence Rollo came, and in the North of Norway. "Grier", to put in order, to rig up, to prepare a ship for the voyage, is O. N. "greidi", modern Norw. "at greie". "Quille", a keel, is in O. N. "kjöllr". "A clin", clinched or riveted, (in Norwegian a boat is said to be "klinkebygget" when the boards or planks of the sides are so placed, that the one above overlays a trifle the one immediately below) is perhaps an "onomatope". "Haler", to pull, "hisser", to hoist, and "noeud", a knot, are the Norwegian words "hale", "heise", and "knude". "Scute", a ship, is of course the O. N. "skuta" and modern Norw. "skude".

Prof. Alexander Bugge, in his work "Vikingerne", The Vikings, tells us that around the English coast the names of islands,

holms, bays and inlets (wicks) testify to the settlements made by our countrymen in these western parts.

In the North of England, besides the common Anglo-Saxon endings: "ton", "ham", "burg" or "borough", "ford", "forth" or worth, we come upon such distinctively Norse endings as "by", "thorpe", "toft", "beck", "tarn", "holm", "dale", "fell", "hough" or "hou", "force" or "foss", "garth", "thwaite", and others.

This, taking also into consideration the large number of Norse words found in English shows how uniformly and permanently the Vikings influenced the language of these countries.

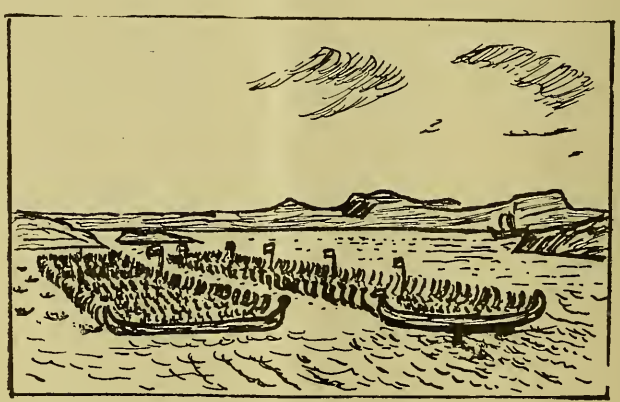
Finally, we may in this place add what Mr. Lindsay says in his "History of Merchant Shipping": The Scandinavian language survived the independence of the Northern pirates, and centuries after these had ceased to dominate the seas, a Norse dialect was spoken.

Even to this day remnants of this original language remain in the Orkneys and Shetland Islands, and is often used among the seafaring population, especially for the ordinary nautical expressions employed on board of their ships.

But, after all, it is not in the influence exercised on languages,whether in France or England, that the Normans have distinguished themselves most. Their greatest claim to the gratitude of posterity lies in this, that by their example others were stirred into active participation in the building and defense of Europe, and that at a time when such folk were sorely needed.

The Normans became the bulwark against the terrible Saracens and in a short time wrested the commercial empire of the Mediterranean away from them. By taking such a prominent part in the Crusades as they did, they were the vanguard to roll back the tide of Saracenic invasion, and by founding the Neapolitan Kingdom, and by making Amalfi a sea-port of the first order, they created the possibility of a future Italy. By their enterprise at home, they laid the foundation of the navy of France. Names like Duquesne, (of whom the famous Dutch

admiral said, "I fear no one in the whole world except the sailor M. Duquesne), and Tourville (Anne Hilarion de Cotentin, comte de), born in the Castle of Tourville in Normandy, and Dumon d' Urville, who through his mother was related to the old Norman nobility, are among the proudest in the annals of France. But, to an American, there is a particular pleasure in knowing that the honor and glory of France and of Normandy was upheld by such names as Jacques Cartier, born at St. Malo, Daniel and Jean Ribaut, both born in Dieppe, the famous missionary, Brebeuf, born in Bayeux, and last but not least by the greatest explorer of the western world, the man of courage, of sagacity, of patience, and perseverance, Robert Cavalier de La Salle, born in the city of Rouen, the cradle of great men. Chicago has honored his memory by naming one of its principal streets after him, and the great State of Illinois one of its counties. If space permitted, it would be both an honor and a pleasure to recall to our minds the important influence wielded in the New World, in Canada as well as in the United States, by emigrants of Norman extraction. One author on this subject goes so far as to say that it is the character and qualities of Norman or near-Norman settlers that have determined the destiny of that French element in our western world which has always exerted its efforts for the propagation and preservation of "liberty, equality, and fraternity."



EVENTS LEADING UP TO THE CONQUEST OF NORMANDY.

Since the tenth century the historical name of Normandy applies to a sea-coast region in the extreme Northwest part of France, extending from the valley of the Bresle to the bay of Mt. St. Michael, or roughly speaking, from Dieppe to St. Malo.

It falls into two natural divisions. The eastern part consists of plains and plateaus, while the western part is more rough and mountainous.

The ancient names of Upper and Lower Normandy correspond in a way to these natural divisions, to which the sea gives a sort of unity.

But the real unity of Normandy is altogether of the historical order? When the invasions of the Northmen began, two colonies were formed, and history speaks of the Northmen along the Loire and the Northmen along the Seine.

Rollo and his successors made one state out of the two settlements, and Normandy owes its unity to the Norman race.

M. Alfred Ravet, in his "La Marine des Vikings", gives a table showing where, when, and in what numbers, the invasions of the vikings of the North took place.

The first one recorded gives a decidedly Norwegian tone to these expeditions. Under date of 787 A. D. the Anglo-Saxon Chronicle, to which the English historian Freeman appeals as against the monkish chroniclers of Normandy, especially Dudo, and the northern sagas, says that "in the days of king Beorthric came three ships with Northmen out of Harethaland." After that, expeditions are recorded under the years 810, 812, 815, 820, 833, 837, 839, 940, 844, 845, 847, 848, 849; 851; 852; 859; 861; 865; and 870.

As the next expedition takes place in 873 and has a direct bearing upon the history of Normandy it is well to stop here and correct a current misconception with respect to the exodus from the Scandinaxian countries.

While it is perfectly true that the battle of Hafrsfjord in 872, uniting Norway under Harald Haarfager (Fairhair), made it uncomfortable for the independent and proud sea-kings of the western fjords to remain in Norway, and hence caused many of them to leave the country, the fact that prior to 872 no less than twenty or more expedtions (under some years two expeditions are recorded) have taken place, goes to prove that there was unrest, stir, activity, and maritime expeditions enough and to spare before 872.

Of the above mentioned expeditions those in 820, 845, and 861 were directed against the banks of the river Seine, and the last one resulted in the occupation of the island called "Oscellus", where the Northmen built a "castellum" or fortified camp.

In the intervening years during this same period the Irish sea swarmed with viking ships. What began modestly enough with three ships in 787, grew to 120 ships, visiting county of Cork, in 812. Six score ships visited Ireland in 837, sixty on the "Boinn" and sixty on the "Liffe" river; 120 ships were on the Seine in 847; 140 ships in 849 again visited Ireland.

In the year 851 A. D., 350 ships, very likely Danes and Norwegians together, sailed up the Thames and took Canterbury and London by storm; 160 ships in 852 invaded Scotland, while in the some year the Dub-gaill, or black foreigners (Danes) as distinguished from the Finn-gaill or fair foreigners (Norwegians), arrived. Two hundred ships were on the Seine in 861.

And finally ,in 870, at the end of the period in question, 200 ships came "again" to Dublin from Scotland under Awlaiw (Auleif-Olaf)) and Ivar, two Norwegian sea-kings, bringing much booty.

Two things interest us in this connection. One is that the two last named Norwegian sea-kings from Dublin were present at the battle of Hafrsfjord.

The other is that we must look to the period **before 872** for the **real causes** of the vast outpouring of Scandinavian pirates.

Let us recall a bit of history!

After their complete settlement in Britain and their conversion to the Christian religon, the Saxons, who before that had been the undisputed masters of the Northern seas and the dread of the maritime provinces of the western Roman empire, seem to have entirely changed their national character.

What had happened to the Briton under the influence of Roman civilization and Christianity, now happened to their conquerors: The use of arms was generally abandoned, all thoughts of naval affairs were given up, and their ships, the chief instruments of their conquests, as no longer of any use, were allowed to rot upon the beach. Vast numbers of people of all ranks, kings and queens not excepted, persuaded that a life of retirement from secular care and business was the most pleasing to God, renounced the world and shut themselves up in monasteries. The miseries which the nations had suffered from their ancestors were now as fully inflicted upon them by the ferocious roving warriors descended from their own remote ancestors, who under the names of Danes, Norwegians, Northmen, Ostmen and Normans succeeded to the naval dominion of the Northern ocean and eventually of the whole western world.

Conditions in England as well as in France were thus altogether too favorable for just what took place in the ninth and tenth centuries. "For wheresoever the carcase is, there will the eagles be gathered together."

Nor was Ireland in a position to withstand the terrible onslaught of the Northmen. Inner feuds and a highly developed Christian culture acted like a disarmament and opened the way for the terrible vikings of the sea.

The first real incursion took place in 795, when the Northmen plundered and burned the church of Rechrann, now Lambey, an island north of Dublin Bay. When this event occurred, the power of the over-king had become a shadow, and the kingdom had split up into more or less independent principalities, almost constantly at war with eachother.

After having gained a foothold in the island, the Northmen fortified the city of Dublin, while new colonies took possession of almost all the maritime parts of the island.

Waterford, Limerick and other cities were built and fortified, and finally, Olaf, the most powerful of the Norwegian-Irish kings, assuming the title of "King of Ireland", compelled the Irish to pay him tribute. Henceforth the native Irish were almost shut up in the inner part of the country, while the Norman-Irish, as we may now call them (being a mixture of Norwegians, Danes, Jutes and renegade Irish) were the chief, or rather the only, commercial people in Ireland, and continued for several centuries to carry on trade with their mother countries and other places on the west coasts of Europe **from their Irish settlements.** ....

This last statement is of vast historical importance in view of the fact that, about 890 **the islands on the west side of Scotland,** which had been often visited by the Norwegians in their voyages to Ireland, **were now in a great measure peopled by them.**

Thus were the Norwegians added to the nations inhabiting the British islands. . . . .

WHERE THE VIKINGS CAME FROM.

We have now followed the invasions and depradations, the conquests and colonisations of the Scandinavian vikings down to A. D. 890.

It may not be amiss here to recapitulate what has been said in a little different way, in order to bring more clearly before us the real significance of the establishment of this "Northern sea-empire" in the ninth century.

As a general rule, England was the prey of the Danes, while Scotland with the islands, as far north as Iceland and as far south as Anglesey and Ireland, fell to the Norwegians, and Russia to the Swedes.

Yet it is probable that these devastating bands of sea-rovers were often composed indiscriminately of the several nationalities. With respect to Gaul and Germany there is no doubt that Danes and Norwegians shared about equally in the spoils.

The Norwegians appeared in the islands west of Scotland as early as the latter part of the eighth century, and their expeditions in these parts increased in size and frequency as they changed in character in the reign of Harald Haarfager.

Many vikings and mighty Norwegian chiefs were expelled by Harald; and when they retaliated by periodically infesting the coasts of Norway, king Harald tried to emulate the Roman consul Pompey who made an end for a time of piracy in the Mediterranean sea. The king devoted a whole summer to conquering the vikings and extirpating the brood of pirates.

Having reduced the islands, king Harald made Ragnvald Mörejarl, father of Gange-Rolf or Rollo of Normandy, ruler of the islands, and he first sent his brother Sigurd there, and later his son Einar (Torv-Einar) to the islands. From about 875 A. D. we may date the final establishment of the Orkney-Jarls who henceforth owe a nominal allegiance to the king of Norway.

NORMANNA VÆLDE
or
The Sea-Empire of the Normans,

at the time when their power was at its height, that is when its sway extended over Norway, part of Sweden, the Færoe

islands, the Scottish islands, part of Ireland, Iceland, part of Greenland, Normandy, part of western France outside of Normandy, and Sicily, must have covered at least 300,000 square miles of territory, with a population of not far from five million.

It was, in a sense, a world-power.

NORWAY'S SEA-EMPIRE.

By the end of the 9th century, then, a sort of Norwegian naval empire had arisen, consisting of the Hebrides, parts of the western coasts of Scotland, especially the modern Argyllshire, the isles of Man and Anglesey and the eastern shores of Ireland. This empire was under a line of sovereigns who called themselves the Hy-Ivar, or grandsons of Ivar, and resided, now in Man, now in Dublin.

It is no doubt largely due to the infusion of Norwegian-Danish blood into the Scotch and the Irish, that the purest English is said to be spoken in the Irish city of Dublin and in the Scotch town of Inverness.

Under the government of these Norwegian princes the islands flourished. They were crowded with people; the arts were cultivated, and manufactures were carried to a degree of perfection which was then thought excellence. This comparatively advanced state of society in these remote islands may be ascribed partly to the influence and instructions of the Irish clergy, who possessed as much learning as was in those ages to be found in any part of Europe, except Constantinople and Rome; and partly to the arrival of great numbers of the provincial Britons flying to them as an asylum when their country was ravaged by the Saxons, and carrying with them the remains of the science, manufactures, and wealth introduced among them by their Roman masters.

Neither were the Norwegians themselves in those ages destitute of a considerable portion of learning and of skill in the useful arts, in navigation, fisheries, and manufactures; nor were they in any respect such barbarians as those who know them only by the declarations of the early English writers may be apt to suppose them.

All this has a direct bearing upon the occupation of Normandy by Rollo (Gange-Rolf) and his men . To a monk in a

Franco-Roman monastery, who had no hair on his head, no beard on his face, and only a crucifix in his hands, these sons of the North must naturally have looked fierce enough. But many a Norwegian, Norman, or English sea-captain of to-day, one thousand years after the Nerwegain vikings under Rollo appeared on the Seine to stay, looks as fierce as did they, and possesses, if he be a genuine sailor, just about the same characteristics, haughty independence, brusque manners, a commanding presence that a king might envy him, the same disdain for whining, and hatred of pomp and sham.

But these men did what no monastic chronicler had any understanding of. They came sailing down the Irish channel from the Norwegian settlements on the islands off the west coast of Scotland, and one of them at least, the leader of this world-famous expedition, had an imperial brain.

His name was Hrolf, or Gange-Rolf. Rollon or Rou he is called in French. The English call him Rollo.

He appeared on the river Seine for the first time in 876, and after having demonstrated by repeated attacks which resulted in actual conquest that he did not intend to leave, he entered into a treaty of peace with the French king Charles the Simple at Saint-Clair-sur-Epte in 911, received the king's daughter Gisela in marriage, and Normandy as a fief to be ruled by him as duke.

This is the turning-point in the history of France, as the conquest of England by his descendant William the Conqueror is a turning-point in the history of England.

What would France and England have been without the Normans?

ROUEN AND NORMANDY.

ROUEN.

ROUEN.

Diex Aie aux ducs-roys!
Rholf, Vuillaume, et nos Droits
Normands, vos Lois!
Fils du Sang genereux
des Viking glorieux
donnons la Paix á tout pais,
Normands unis!

As Rollo was the hero of the Franco-Norman millennial celebration, so was Rouen the theatre where this splendid affair was staged. And rightly so. For all throughout the history of Normandy this beautiful and thrifty city of Rollo has been the center around which many important events of the past thousand years have ranged themselves; and it holds to-day, with its magnificent cathedrals, its beautiful public buildings, its rich collection of monuments of Normandy's great sons, and its present well-to-do and energetic population, a wealth of memories of the past that far surpasses anything possessed by any other city in Normandy. To be sure, Normandy is rich in cities and other historical places each of which harbors within it memories dear to the heart of the true Norman. There is Dieppe, Fecamp, Evreux, Lisieux, Caen, Falaise, and above all Bayeux. And many others. But no other city of Normandy holds within its environs so much that is characteristically Norman. It is doubtful whether any other city in the world does.

It was here, in 876, on the XV Calends of December according to the old annals, on the 16th of September according to a corrected chronology, that Rollo with his men first appeared. "**Hoc anno,**" thus reads the chronicle, "**Rollo cum suis Normanniam penetravit,**" which means: In that year (876), Rollo and his men penetrated into Normandy. Says the English historian E. A. Freeman: "One alone among the Scandinavian settlements in Gaul was destined to play a real part in history. This was the settlement of Rolf or Rollo at Rouen.

While the others soon lost any distinctive character, the Rouen settlement lasted, it grew, it became a power in Europe, and in Gaul it became even a determining power. . . . The lasting character of this work at once proves that the founder of the Rouen colony was a great man. . . .

We have no really contemporary narrative of his actions . . . He is described as having been engaged in the calling of a viking both in Gaul and in Britain for nearly forty years before his final occupation of Rouen. He is charged with an expedition to Rouen in 876, but it is not till we have got some way into the reign of Charles the Simple, not till we have passed several years of the tenth century, that Rolf begins clearly to stand out as a personal historic reality. He now appears in possession of Rouen, By the peace of Clair-on-Epte in 911, a definite district was ceded to Rollo, for which he became the king's vassal, he was admitted to baptism and received the king's natural daughter in marriage.

Rouen was the heart of the new state, which took in lands on both sides of the Seine."

And so the history of Normandy takes its beginning. A new state is born, a new political power is brought into existence. and with it many new and determining influences are put to work.

It is not the intention to write, even in outline, the history of Normandy. Suffice it to say that during its period of independence, that is, from the treaty of peace of Saint-Clair-sur-Epte in 911 to its annexation by king Philip II., Augustus, one of the

ablest of the kings of France, in 1204, Normandy presented the only territorial unity in France. A sort of "France in the making" was created from La Manche (the English channel) to the Pyrenees. **After** the **Norman France** with **Rouen** as its capital came "**la France francaise**" with **Paris** as its capital. And more than that. For after the dissolution of the empire of Charlemagne, the Norman kingdom was the first European state constitutionally governed, and well governed. The Capetian kings in their work of unification merely walked in the footsteps of Gange-Rolf and William the Conqueror.

Normandy was the cradle of the feudal state with vassalage, chivalry, and all that feudalism meant for France and Europe, down to the French Revolution, when political feudalism perished forever. From Normandy came the leaders of the Crusades. Here gothic architecture grew to perfection. Language, literature, and art flourished in Normandy as nowhere else at the time, and influenced and stimulated if they did not create, language, literature and art in France and England, Italy, Spain, and the Scandinavian countries. As Normandy was a France "**en miniature**" before there was any united France, so the Norman dialect was the first really French language. Among the many great Norman poets, or trouveres, as they were called, two stand out most prominently, namely **Turold,** the author of the famous **Chanson de Roland,** and **Robert Wace,** whose **roman de Rou** recounts the exploits of the Norman dukes to the time of Henry I.

The spirit that breathes in a verse of the **roman de Rou** is the spirit of revolt among the peasants against the feudal system, already beginning to gall the freedom-loving descendants of the men that, when asked by Count Raynold who their leader was, answered proudly: "No one, for we are all equal in power."

This Norman verse, about to be quoted, is a fore-runner of the Marseillaise, and runs as follows:

"Nous sommes hommes comme ils sont:
Tels membres avons comme ils ont.
Bien avons contre un chevalier
Trente ou quarante paysans."

We are men as well as they,
And as many for the fray.
Gainst each knight we cry "harou",
Thirty or forty peasants true.

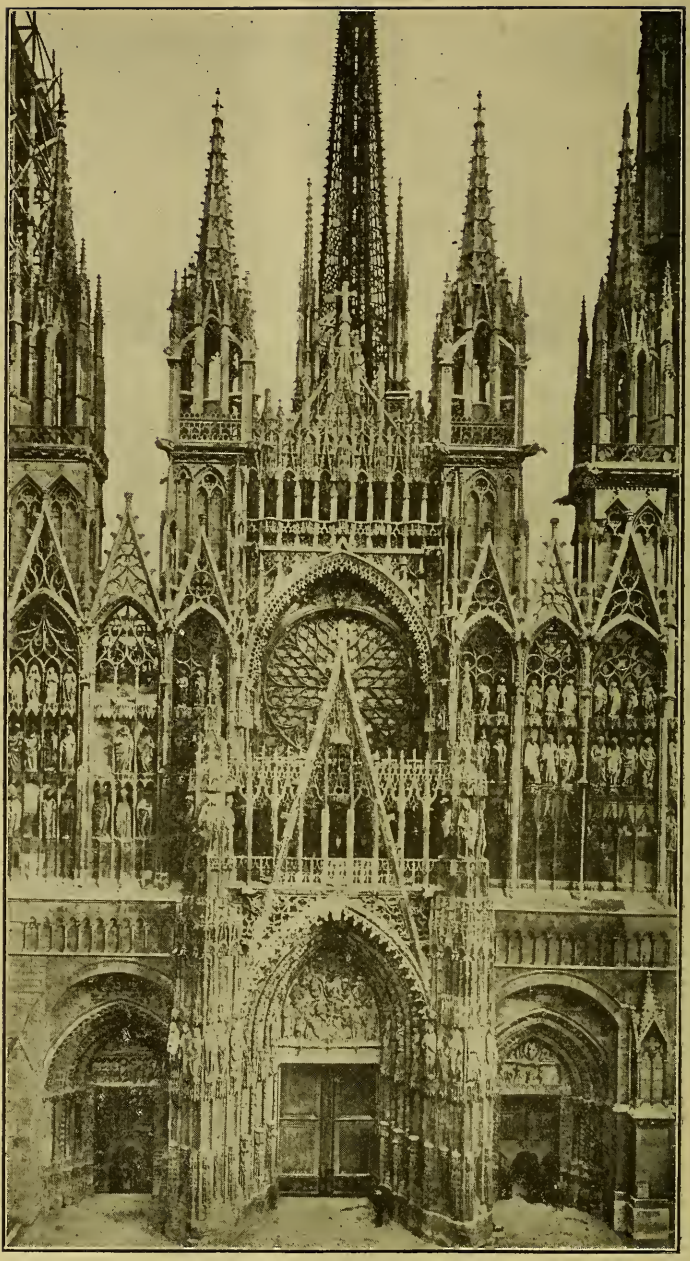
What the poet here puts into the mouth of the Norman peasant refers to an incipient rural insurrection in the time of Richard II., the fourth duke of Normandy. The rustic population endeavored to limit the seignorial rights and to make new laws for the exploitation of the forests and streams, in a word, they started a movement for "**the conservation of the natural resources**" of Normandy, and they attempted to form a sort of parliament of rustic deputies. "But," says the narrator, William of Jumieges, the duke seized the leaders, cut off their hands and feet, and then sent them home in that condition."

THE NORMANS AS BUILDERS.

Building is a pleasant pastime of great rulers, and the Normans were great builders. As the medieval spirit of devotion found its highest expression in the massive and at the same time artistic church edifices that fill the cities of Europe, so this architectonic spirituality comes nowhere nearer making a cathedral "a prayer in stone" than in Normandy. There may be less of mysticim in the Norman cathedrals than in some of the Italian cathedrals, for the Normans were intensely practical people; but the gothic architecture of Normandy, of which the city of Rouen is considered the real home, is characterized by the elevated spirituality, that seriousness, that anxiety to attain perfection, and that durability which characterizes all really great architecture.

And foremost among these great cathedrals stands "**La Cathédrale**", the fifth of a series of similar structures erected here since the introduction of Christianity into Normandy. If it does not present complete unity of style, it charms the beholder by its infinite variety and by its picturesque and grandiose aspect.

Transplanted into England and thence into Norway, this beautiful church-architecture, with its tall, slender spires, its elegant columns, and its high vaulted arches has in the Scandinavian North found its most perfect and typical representative in the Cathedral of Trondhjem.



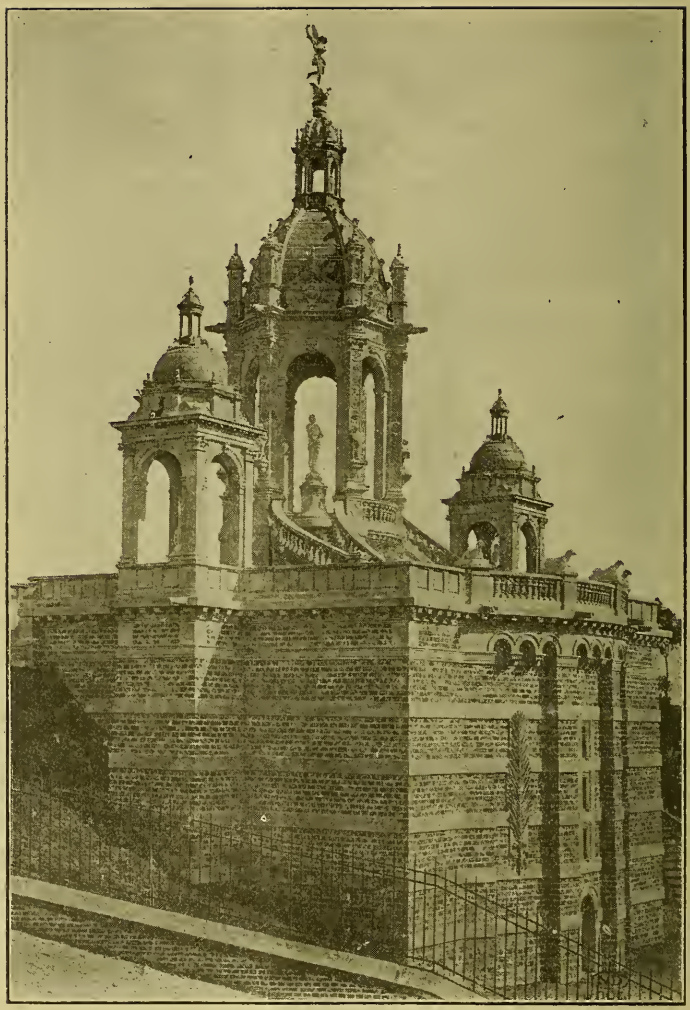
LA CATHEDRALE.

Before leaving Rouen it is perhaps not out of place to quote what the famous French writer M. Michelet says of the beautiful sscenery along the Seine river, as it winds its way westward to the English Channel, since it was very likely in great measure the lovely scenery that laid deep in the breast of the Normans that admiration of their home-land which their descendants still retain, And here is what M. Michelet says:

"La Seine—il faut la voir entre Point de l'Arche et Rouen, comme elle s' egare dans ses iles innombrables (encadrees au soleil couchant dans des flots d' or, tandis que, tout du long, les pommiers mirent leurs fruits jaunes et rouges sous des masses blanchâtres: Je ne puis comparer à ce spectacle que celui du lac de Geneve. Le lac ,a de plus, il est vrai, les vignes de Vaud, Meillerie et les Alpes. Mais le lac ne marche point; c'est l' immobilite ou du moins l' agitation sans progres visible. La Seine marche, et porte la pensee de la France, de Paris, vers la Normandie, vers l'Ocean, l'Angleterre, la lointaine l'Amerique."

Which means: "One must see the Seine river between the Arch-bridge and Rouen, as it winds its way among innumerable islands, around which the setting sun has laid a frame of golden waves. All along the course the apple-trees give promise of their yellow and red fruit in the mass of white flowers. I cannot compare this spectacle to any thing else than that of Lake Geneva.

The lake has more, it is true. It has the vineyards of Vaud, Meillerie and the Alps; but the lake is stationary, it is immobile, or at least has only agitation without visible progress. The Seine goes onward, and it carries with it the thought of France and of Paris to Normandy, to the Ocean, to England, to far-away America."



BON SECOURS.
The beautiful monument to Jean of Arc,
the Maid of Orleans.

COMMERCE AND NAVIGATION.

The influence of the viking-settler in Normandy on commerce and navigation covers so much ground and has been so far-reaching that adequately to follow it in its course would not only require volumes, but would carry us into all the highways and byways known to the daring navigator and the merchant desirous of gain.

As the greatest Norwegian poet, Björnstjerne Björnson, has said:

"Where vessel could be sent,
He first of all men went."

And it is almost literally true. Did not the Norwegian Othere first of all men, as far as known, round the North Cape? And did not the Norwegians first of all white men, as far as now known, discover America? And did not the mariners from Dieppe and Rouen earlier than the Portuguese, as early in fact as 1364, begin explorations along the west coast of Africa, discovering the Canaray Islands, Cape Verde, the coast of Guinea, and founding mercantile depots there, Petit-Dieppe, Petit-Paris, Mine d' Or?

And it is even probable that Captain Jean Cousin of Honfleur, who in 1488 occupied Senegal, which ever since has belonged to France, touched at some point of Brazil during his adventurous voyages. Jacques Cartier from St. Malo, Champlain from Dieppe, la Salle from Rouen discovered, explored, colonised the Northern part of the American continent from the mouth of the St. Lawrence river to the mouth of the Mississippi.

Nansen crossing the Greenland glaciers and "farthest North" in "Fram", Capt. Roald Amundsen discovering the Northwest passage in the "Gjöa" and the South Pole in the "Fram", does it not prove that the "viking spirit" is as much alive to-day as it ever was?

In the charter of liberty issued to the Rouennaises by Henry Plantagenet about 1150 there is the following sentence:

"Nulla navis de tota Normannia debet eschippare ad Hiberniam nisi de Rothomago; excepta una sola, cui licet eschippare de Caesarisburgo, semel in anno." This charter throws some interesting light on trade-conditions in the twelfth century, just when the Norman power on land and on sea was at its height.

"No ship," says the decree, "from all Normandy shall sail for Ireland unless it sail from Rouen, except one which may sail from Cherbourg once a year."

So it seems that the Rouennaise merchants had by this time monopolized the trade with Ireland.

Between Rouen and Norway intercourse of trade seems to have been particularly lively. The ships from Norway brought to Rouen their cargos of timber, furs, salt fish, falcons, the latter very much sought after by the proud nobles of Normandy for use in hunting.

NORMAN INFLUENCE ON ENGLISH COMMERCE.

But we must hurry on; for have we not one of the noblest achievements of the Norman race still to speak of?

W. S. Lindsay, in his "History of Merchant Shipping", says that, "It is, of course, an acknowledged fact that the Norman invasion under William the Conqueror and his accesion to the throne of England, constitutes a new era in the commercial and maritime, as well as in the political and general history of Britain.

On the commerce of England the Norman Conquest had a remarkably stimulating effect. The same ships that to the number of three thousand had carried the Norman Conqueror and his army across the Channel were made into merchant-vessels, and the English flag could now be seen in the ports of the Mediterranean, the North Sea, the Baltic, and the Atlantic sea-bord. It is easy to see how the Norman conquest made England the greatest maritime power for centuries to come, due almost entirely to the infusion of Norman blood into the English people.

And, oddly enough, one of the first countries to enter into treaty relations with England, then beginning to build up her sea-empire, was Norway, between which latter country and England a treaty of commerce, dated 1217, was made, allowing to merchants and subjects of both countries full liberty of personal intercourse, thus foreshadowing the coming in of a great era of international good-will and reciprocity—still to come.

And if we examine the contemporaneous history of Norman maritime policy in the Mediterraneau, we shall find a similar large allowance made to the Saracens in Sicily.

But in order to throw into the strongest relief the almost absolute sea-power of the Norman race, whether found in France, in the countries of the Mediterranean, in England, or in the home-lands of the North, it is only necessary to quote the following interesting statement from M. L. De Mas Latrie's 'Treaty of Peace and Commerce" (Paris 1866):

"History has preserved the record of attempts made by the Norwegian king Haakon V to establish on a treaty-basis regular communications with the kingdom of Tunis, during the reign of El-Mostancer. Haakon, one of the great kings of Norway, shortly after having concluded a treaty of commerce with Alphonse, king of Castile, and given the hand of his daughter Christine to the king's brother Don Philip, put himself in communication with El-Mostancer.

"His" major domo "Lodinn, who had seen the envoys of the Tunesian king at the marriage-feast of Christine and very likely prepared the way for the negotiations, was put in charge of the mission to Tunis.

Accompanied by Sira Haakon Eysill, Lodinn, towards the end of the year 1262, betook himself to the court of El-Mostancer, to whom he brought falcons, furs, and other rare materials from the Northern countries.

He was well received, stayed there several months, and returned to Norway, bringing with him presents and ambassadors from the sultan."

HERALDRY.

The old arms of Normandy were: Gules, two lions passant-gardant d'or.

The arms of England are a composition of those of the duchies and Guienne.

The Norman kings from William the Conqueror to Henry II., are said to have borne the coat of arms afterwards known as that of the duchy of Normandy. No armorial bearings, however, appear upon any of their seals until the reign of the Plantagenet kings. The earliest who used them was Richard I., upon whose second great seal of 1198 the mounted effigy of the monarch bears a shield charged with three lions passant-gardant of England. The Norman shields, as they are represented in the Bayeux tapestry, in early carvings, and in seals, were long and narrow, strongly curved in a horizontal direction, partially encircling the body, and in many instances, had in the center a projecting boss or umbo. They were rounded at the top, or the top was straight with rounded corners. Being pointed at the base they were capable of being thrust into the ground, so as to be easily held in position by men fighting on foot, to whom they formed a very efficient defence, being about four feet high, in combination with the hedge of lances that accompanied them. Their width was two feet or perhaps a little more.

Among the forms that are characteristically heraldic the Lion, the symbol of courage, power, and magnanimity, is most prominent and typical.

Norway's coat of arms is: Gules, a lion rampant crowned, or holding the Scandinavian broad-axe argent.

It may be noted that France, England, Norway and the United States, the countries with strongly connected Norman populations, are the only countries that have for their national colors, red, white, and blue.

Map of Normandy — almost all the names designate Norman settlements of Norse origin.

The total population of Normandy is 2,401,000, of which Seine-Inferieure has 863,000, Manche has 847,000, Calvados has 403,000, Eure has 333.000, and Orne has 315,000 inhabitants. The five departments cover an area of 11,355 eng. sq. miles.

CONCLUSION.

It would seem, then, that based on what history tells of this exceedingly gifted race, which for want of a better name and including as it does all the Scandinavian peoples, Norman-French, Norman-English and Canadians, we may call the Normannic, we are justified in drawing the following conclusions:

1. The Northmen, and the Normans after them, have been the world's most skilled and daring sailors.

2. As shipbuilders they have never been surpassed whether in ancient or modern times.

3. They invented a naval nomenclature that has persisted in the languages of all the maritime peoples of the North of Europe. The mixture of terms derived from nearly all languages, found in a sailor's vocabulary of to-day, has created a Babel of sea-terms difficult to analyse; but in this mixture, like silver or gold threads in some woven fabric the Old Norse words shine with a lustre that one thousand years of maritime life have only served to make brighter.

4. Although starting as pirates, they soon turned their attention to more peaceful pursuits, until they all but monopolized the ocean-trade of the world.

5. By their conquests and settlements in Iceland, France, Italy, and England they laid the foundation of the greatest sea-powers known to history—that of Norway, of the Italian City Republics with Amalfi at their head, of France, and of the British empire.

Surely Cicero told the truth when he wrote to his friend Atticus. "Qui mare tenet, eum necesse est rerum potiri," which which means about the same thing as when Björson sings:

"The sea has given us
Our honor and our power."

6. By their voyages and discoveries they have widened immensely the geographical horizon and given the world important information about strange peoples in new lands.

7. While bringing the great Germanic migration to an end, they founded new nationalities and built new states.

8. In religion, in literature, and in art they have made contributions of permanent value. In this connection one peculiar characteristic of the Norman rule in Sicily deserves to be mentioned: Centuries before the German author Lessing wrote his "Nathan the Wise", in which he advocated general tolerance in religious beliefs, Count Roger and his successors realized this beautiful idea on their fair island in the Mediterranean.

But while the vikings in so many ways and in so many different countries have contributed to make the world what it is to-day, it should not be forgotten that their influence was felt also in their homelands. Many, perhaps most of them, remained away and amalgamated with the newly-formed peoples. But many also returned home. And they did not return home only with gold and silver and fine raiments. They brought back with them to their old homes new ideas and views that acted like a spur and a stimulant on the cultural development of their own nations.

NORMANNIC WORD-LIST.

LA RUE ROLLON, ROUEN.

Normannic Word-List.

The following list of words has been collected to show the near relationship existing between the Old Norse, Modern Norwegian, Old Norman, Modern French, and English languages, especially as regards sea-terminology. This list is far from complete, but may serve the purpose. For such words as are found in three or more of these cognate languages, the word "Normannic" is used as a distinguishing designation, and as the word is not found or used in English dictionaries, it cannot be misunderstood. "Normannic" words are words found in Old Norse, Norwegian, Old Norman, French, or English, and having a common Old Norse origin or derivation. In some cases it is difficult to say whether the word derives from Old Norse, or is originally derived from some other language. Such words have an interrogation point after them. Words marked with an asterisk are French words of undoubted Old Norse origin.

In this same list are some words found only in Old Norse in order to show the comparative richness of that languge as regards sea- terms.

A list of Norman-French place-names is added, and also a few other common words as well as Norman-French family-names.

This, as far as known, is the most complete list of words of this kind ever published:

athalhaf, the open sea.

adrykkr, a wave that breaks.

afferma, unlade a cargo.

aflendis, in foreign lands.

aflendr, far from land.

*) **agnör** and **ange,** hook, fish-hook, Old Fr. ain.

akkeri, anchor, Fr. ancre. (?)

aka, to move, to alter position, hence "aka seglum".

aktaumr, rope by which the sail, fastened to the yards, was held in position. In Laxdöla saga it is said: "Thorarinn styrdi ok hafdi aktaumans um herdar ser (round his shoulders), thvi at throngt var a skipinu."

alda, big wave.

andoefa, to handle the boat by means of the oars so that it does not change its position.

angr, bay, firth, like Hardanger.

ar, oar.

aurbord, the second plank from the keel.

ausa, to bail out the water.

*) **bakbordi,** larboard, in Fr. bâbord, the left side of a ship looking from the stern forward. So called because the "styri" or rudder was on the right side of the ship in those days, and the "styrimadr," or steersman had to occupy such a position that he turned his "back" to the other side (bord), which thus came to be named "bakbordi."

*) **bakki,** a bank or ridge of land, Fr. banque. The fishermen from Normandy, who frequent the banks of Newfoundland, still call the ice-line in the ocean "banquise".

*) **bakn,** beacon, Norw. baun, Old Fr. baucan, a standard.

bara, a tidal surge in a river, a billow caused by wind. In Wales the tidal wave is still called the "bore". So the old Norsemen said: "Vant er at sigla milli skers ok baru," accustomed to sail between rocks and waves.

*) **batr,** boat Fr. bateau.

bauta, to beat one's way, to go about. Connects itself with Eng. bout, originally spelled bought, from Old Norse bugtha, a bend, a serpent's coil. In French it becomes "bout" in the meaning of "end", from Old Fr. bautan. The modern Scandinavian words "bugt", "bugtning", and "bugne" sufficiently explain the original meaning of the word.

*) **beisk,** angry, has formed itself into the O. Fr. verb "bisquier", to be angry. In modern French the verb is "bisquer", to be vexed, but the learned French etymologist, Brachet, true to his apparent inclination, common to other linguists, to find as few "Normannic" words in French as possible, adds "origin unknown".

*) **beita,** pasture. The O. Fr. "abet", meaning a bait, lure, has gone into English with the sense of incitement, hence de-

ception.. The original meaning is "to make to bite", hence "bait".

*) **bekkr**, beck, stream, is found in many English and French place-names and family names.

*) **biti**, is found in the English "bitts", two strong posts standing up on deck to which cables are fastened. In O. Fr. bitte. In modern Scandinavian "bedding".

bjarg, in O. Fr. "berge", a bank (as of a ditch).

blær, a gust of wind.

bodi, a billow, wave.

bogr, bow of the ship. The only French word in which it seems to be found is in "beaupre", bowsprit, which is said to be a modern word.

*) **böl**, a farmstead, found in some local names in Normandy.

*) **bolli**, bowl, O. Fr. "bolle". Brachet says that the modern French "bol", Eng. bowl, is a borrowed modern word.

bolr, the trunk of a tree, becomes

*) **bolvirki**, when several logs are placed horizontally for protection against the sea; in Eng. "bulwark", which in French becomes "boulevard".

*) **bord**, a ridge, O. Fr. "bort", now called "bord" in embroidery. Whether the Scandinavian word "kant", Eng. cant, meaning edge, or corner, is of Normannic origin, is as yet uncertain.

borg, terrace with high land or a steep cliff behind it, and itself having a steep declivity down to the sea, so that it can be easily defended, is found in many Norman place-names as "bourg", either as a prefix or as a suffix.

brandr, a strong piece of wood placed at the stem (stafn) of the ships. Wace, in his famous poem "Le Roman de Rou", verse 6475 seq., says: "Sor le chief de la nef devant, que marinier apelent "brant", ont de conire fait un enfant, saete et arc tender portant". Charles de la Ronciere, in his brilliant work "l'Histoire de la Marine Française", is of the opinion that the French "beaupre" need not, as Jal thinks, come from the Engl. "bowsprit", since the earliest known form of the word is "bropie". This

makes de la Ronciere fall back on "brant" as the possible clue to the etymology of the first part "bro", and he says in this connection that "the Scandinavians knew about the bowsprit, since they sometimes used a triangular sail in the front of the ship supported by a small mast.

*) **brim,** a billow, brine, in Old Fr. "brime".

brimsteinn, brimstone, a stone exposed to the "brim" or surge.

*) **brudr,** bride, O. Fr. bru, a newly married woman.

brudgumi, bridegroom, O. Fr. bruman, a newly married man.

*) **brygga,** bridge, O. Fr. brug, found in Brugges, a famous sea-port of Belgium, and in several place-names in Normandy. The original is the Old Norse "bru", a bridge.

*) **brynja,** a cuirass, O. Fr. "broigne."

bu, inhabited landscape, a suffix of many well-known place-names in Norway, and Scandinavia in general, such as Austbu, Foldabu, Rennabu, Ringabu, Sparbu, Falsterbo etc. Also found in place-names in Normandy.

*) **bugrlina,** bowline, Fr. bouline. In the "Pilgrim's Sea Voyage" it is said: "Hale the boweline.

bylgja, billow. The same word.

bylr, a violent squall.

byrr, means fair wind.

*) **dalr,** dale, in innumerable place-names, both in the Scandinavian countries, in England, and in Normandy. In German it is "tal", and this German form of the word may be found in some French words indicating a valley.

*) **diki,** a dike, a ditch with its embankment, O. Fr. "dicque", mod. Fr. "dique", which Brachet says is of German origin.

*) **djup,** a place where there is much water, found in French in the name of the city of Dieppe, concerning which city de la Ronciere remarks: "Besides language, there is another indication of the impulse given to shipping. by the arrival of the Northmen, namely the creation of the new sea-ports of Dieppe (nor. deep), Harfleur, Hon fleur, Barfleur".

*) **dreki,** a warship, O. Fr. "drague".

*) **dubba,** to dubb or create a knight. In O. Fr. "adous" means

ornament, decoration, and "adouber" in French means to strike the knight with the flat of the sword. As the O. Norse "dubba" means to strike, it is clearly the Normans who have introduced the customs of knighthood.

dus, meaning a calm, may be, and very likely is, of romance origin. The old vikings, besides being great shipbuilders, navigators, warriors, and merchants, were also excellent linguists, and it is quite natural that in their wanderings all over the world they should introduce into their own language such words of the foreign languages with which they came in contact as would serve their needs.

eikja, canoe, boat, O. Fr. "acque". This word has given the to some linguistic controversy. The word is found in German as "ak", in Norw. dialect as "eike". One etymologist suggests that the word may have lost an initial "n" and may come from navis, navs, (navi—nag). Another thinks that "sn" (initial) may have somehow gotten lost, —like many other people, linguists have to look for lost syllables and letters,—and that the word was originally from a root "sna" or "snu", to move, to run, to float, to swim, etc. Hence schnicke, schnacke, schmacke, smak in German dialects, and smack in English, semaque in French, semaca in Spanish and Portugues, zumaca in Italian, finally "snekke" in Norwegian. Now, the English "smack", fishing-boat, very likely comes ultimately from the Old Norse "snekkja", a small sailing vessel, and may in the final analysis connect up with snake (O. N. snakr), and sneak (O. N. snikja). On the other hand, "eikja", a small boat made out of the trunk of a tree (perhaps an oak-tree) would seem to have gone too far from home in looking for relationship with snakes. Yet, language is a wonderful thing, and nobody can tell what will ultimately become of a word when it first gets started away from home.

*) **fara**, to go, fare, O. Fr. fara,—from which

farkostr, a vessel, and many other names signifying travel, as "farman", "ferja" etc.

ferma, to place the "farmr" or cargo on board a ship. In old English "feorm", "farma", in O. Fr. "ferme", in Low Latin "firma", meant "food, hospitality, property", and also feast, farm, tribute, from Latin firmus, meaning firm, steadfast, durable. Hence "farm", in the sense of cultivated land, and "firm" (Norw. firma), in the sense of an oath-bound or legal partnership in business, may both come from the same root.

*) **floi**, pl. floir, is the French ending fleur (fjord) in Barfleur, Harfleur, Honfleur.

flaust and **fley** were both in O. Norse names of ships smaller than "langskibe".

*) **flod**, flood, river, in French place-names "flot".

*) **frjosa**, to freeze, O. Fr. "fricun".

*) **gardh**, prov. Engl. garth, mod. Engl. yard (an enclosed court) O. Fr. garth. Very common in place-names in the Scandinavian countries and allied to German "garten", a garden. In most combinations it means a piece of ground, as in "apaldrsgarth", "dyrgardhr", "eplagarthr", "argarthr", "austagarthr", "aslakgardhr"; also in cities, as "Birgisgarthr" in Bergen, and similar names in Oslo and other larger towns.

*) **greidi**, to put in order, O. Fr. greer; mod. Fr. greer, to rig, Brachet derives it from Gothic "ge-raidjan"; but there does not seem any need of going so far back, as it is almost absolutely certain that the French, language and people, actually got all their "greier", O. Fr. agres, words and things, for a sea-faring life from the Northmen, with the exception of a few of Celtic or Latin origin. That many if not all of the Old Norse sea-terms have their roots in the common Teutonic mother-language, or in the common Aryan mother-language goes without saying. Thus many cognate words will be found in Celtic, Latin, Greek, and Sankrit, as well as in Gothic, and Old High German. But this does not disprove the historical fact that the large majority of Old French sea-terms are of Old Norse, not, as Brachet says, of German origin.

*) **gaarding**, in "bug-gaarding", is found in the Old Fr. "gard-

inges", from Old N. "gjörd", in mod. Eng. girth.

*) **grima**, a mask, also means the figure of a man put up in the prow of the vessel. Hence the word grimace, French as it is in looks, is formed from the O. Norse "grima", and means an ugly look.

*) **grith**, peace, O. Fr. grith, found in

grithstole, sanctuary.

*) **hala**, to haul, hale, Fr. haler.

halsa segl, take in sail, in the English word hawser.

hásegl, topsail.

*) **haugr**, hill, found in many French place-names.

*) **heisa**, hoist, Old Fr. hisser. To derive this simple word from the Greek "hypsos", height, as Jal and Ducange try to do, seems farfetched. Skeat says it is borrowed from the Scandinavian; but Brachet is more friendly to the German.

hella, a flat, hard stone, is found in at least one place-name in Normandy, but may be from the name of a person.

hle, lee, a shelter place, the part of a ship away from the wind.

hlíd, the side of a mountain, found as "li" in French place-names.

hlummr, the handle of the oar.

hlunnr, one of the "stocks" used when a ship is hauled on land.

*) **holmr**, holme, O. Fr. haume.

hrefni, the fifth plank of a vessel counting from the keel.

hregg, storm, strong wind.

hrof, shelter, roof.

*) **hus**, house, O. Fr. hause or hus.

hvarf, wharf, a place on land for lading and unloading goods.

*) **höfn**, haven, port, harbour, found in French place-names.

jata or **jatta**, opposite of neita, to repeat what others say; in O. Fr. gatte (?)

*) **kjöllr**, keel, Fr. quille.

klo, clew (on a sail).

*) **knifr**, knife, O. Fr. ganif.

*) **knutr**, knot, O. Fr. noeud.—Noeud Gabriet, the Adam's apple.

knörr, pl. **knarrar**, a large vessel.

kolga, a billow, wave.

land, land, is found in French place-names.

*) **nes**, ness (preserved in place-names all around the coast of England), found as nez in the names of French promontories.

Northmen is the name given in "Jomfru Marias Saga" to Rollo and his men who conquered Normandy.

nökkvi, boat, vessel. This word may have something to do with the latin word "navis". O. Fr. esneque.

ráf, roof; on board a ship in modern Norw. "ruf."

reidir, the things that go to the full equipment of a ship. Fr. agrés.

rek (for vrek), wreck, what is floating about on the sea or driven ashore.

rif, reef, a ridge of rocks.

rif, reef, as in a sail. Skeat says that both names areDutch.

röng, rib or curved side-timber, to which the boards or planks are fastened. Fr. varangue or varengue, the ground-timber of a ship.

*) **scadu**, scathe, damage, Old Fr. escaud.

*) **segl**, sail, whence Fr. cingler, to sail, make sail.

sigla, to sail, O. Fr. sigler.

sigla, the mast of a ship.

siglubiti, the cross-timber in the ship to which the mast is fastened.

*) **skaut**, sheet, O. Fr. e'coute.

skeid, the largest kind of a warship.

*) **skip**, ship. O. Fr. escuif.

*) **skipa**, to arrange, put things in shape. O. Fr. equiper meant to harness a horse, and so the very French-sounding and romance-looking "equipage" has nothing to do with the Latin equus, horse, but meant originally the rigging of a ship, as equiper to-day in French means "to rig a ship". Later it was transferred to agriculture and meant to harness a horse.

*) **skuta**, a small vessel, O. Fr. scute.

*) **snökkva**, O. Fr. esneque. (See nökkvi).

spissa, to splice, O. Fr. episser. The French and English words may be from Dutch splitsen; but in Söndmöre and in the Northern part of Norway they still say "spissa'."

*) **spönn,** a span (measure of a hand), O. Fr. empan or espan.

*) **stafnsbord,** in French étambot, in earlier Fr. etambord.

*) **stafr,** staff, O. Fr. étrave.

*) **stag,** stay (for the mast), O. Fr. étai.

*) **stjornbordi,** starbord, Fr. tribord.

*) **strid,** strife, O. Fr. estrif.

*) **styri,** helm, O. Fr. estiere.

*) **styrimadr,** steersman, O. Fr. esturman.

*) **toga,** to tqw, Fr. touer.

tol, tool and tolakista, tool-chest.

*) **topt** or **tupt,** the place (lot) where a house is built. Found alone and in many composite words as husatopt, skála topt, kirkjutopt. In many French-place names tot.

*) **thilja,** the flooring in a boat, in Fr. tillac.

*) **thollr,** a thole, Fr. tolet.

*) **thveit,** thwaite, a piece of ground, in Fr. touait, found in a place-name.

*) **vágr,** wake, wave, O. Fr. ouage, mod. Fr. vague.

SCANDINAVIAN PLACE-NAMES IN NORMANDY.

The admittedly Scandinavian endings or suffixes in Norman-French place-names are:—beuf, bu, ham, hœu, tot hus, torp, vast, —fleur,—bec, bieu,—mare,—boel,—land,—briscq—kirch, crique, —barn,—gard, grunne,—tuit,—londe.

Bec, fr. O. N. bekkr.

The "becs" of Normandy abound in Seine-Inferieur and in Manche. In Haute Normandie we find Caudebec, Houlbec, Bolbec, Rolbec, Robec, Varengebec, Bricquebec, Carbec, Visebec, Querbec. (In Canada, Quebec belongs to the same category of names, and Krennebec is the "bec" of the "grune" or marsh.)

Beuf, also found as bot, bi, by, boc, but, bye, from O. N. bu, (Norw. bygd). So we find Dalboe, Darbeuf, Belbeuf, Quillebeuf, St. G. de Tournebu, Carquebu, Le Buat, Buais, Elbeuf. Bye is found in Hambye and Houguebye.

Bol, meaning farmstead, is found in Bolbec, Bolleville, La Bouille, Bouillon, Bouleville, Boulon.

Creque, crique, croque from O. N. Kriki, a nook, a creek, is found in Craquevik, Criquebeuf, Criqutot, Crequeville.

Dale, O. N. dalr, valley, is found in Dippedale, Beckdal, Bruquedal, Cudale, Oudalle.

Elf, a river, is found in words like Neaufles, St. Martin, Neaufles sur Rile, Neauphe-sur-Dives, Ueauphe sous Essai. These words are apparently made up of the Celtic Noe, meaning a moist place, and the O. N. elf, meaning a river.

Elle seems to be the same word as elf, as found in Elboeuf, Eletal, Ellecourt, unless it is Helle with the loss of H.

Ey, O. N. ey, an island, is found in Jersey, Guernesey, Chausey, Alderney, Aurigney and others.

Fiche, O. N. fisk. fish, is found in Fecamp, although pretty well concealed. Fecamp is namely Fiscannum from "Fiskarhafn", fisherman's harbor.

Flieur, fieur, fleur is a common ending of several well known sea ports, and is derived from O. N. fleot, floi (pl. floir), fjordr, as in Barfleur, Harfleur, Hon.fleur Ficueflieur (Fiskefjord) Vitte-, flieur, (Kvitefjord) and others.

Homme is from O. N. holmr. Even meadows on the shore with ditches behind them are in Iceland called "holms", whence "holmgang".

Hou is a common suffix as in Nehou, Quettehou, Pirou, Blehou. Hougue, hogue, fr. O. N. "hougr," is found in La Hougue, Houguebec, La Houguette de Bouillon and others. "Jarl" and "bauta" have formed a conbination in "Jarlebout" as the name of a rock near Omontville, in the Hague.

Nes, fr. O. N. nes, promontory, is found in many places, such as Le Gros-Nes (Stornæsset) de Flamanville, Le Nes de Jobourg, Le Nes de Querqueville, Le Nes de Carteret, Le Nes de Tancarville, Le Nes-roc etc.

The "vics", as already before stated, are quite naturally numerous in Normandy, since "vikings" found and named them. There is Sanvic near Havre, and along the whole sea-coast is found a whole line of "vics" to attest the presence of the Normans from Witsand and Quentvic in Artois to Catervik in Holland. But it is in the Hague and its vicinity that the most "vics" are found,—Plainvic, Pulvic, Solvic, Survic etc.

PLACE-NAMES OF SCANDINAVIAN ORIGIN IN THE VARIOUS DEPARTMENTS.

Department d'Orne.

Fel—Lande (in five names)—Landigou—Neauphe (in two names, Ranes,—Bellou-en-Houlme, Bazoches-en-Houlme.

Department d'Eure.

Quillebeuf — Routot — Bourgetherould — Le Bec Hellouin—Broglie.

Departement d'Eure-et-Loire.

Brou—Bu—Ecrosnes—Epeautrolles — Flacey — Houville—Houx—Langey—Vieuvicq.

Departement de Calvados.

Amblie—Annebecq—Bellou—Le Bou—Boissey—Branville—Bricqueville—Le Bu-sur-Rouvres—Clarbec—Cordey—Chricqueboeuf—Cricqueville, (en Auge and en Bessin)—Cristot—Danestal—Douvres—Drubec—Druval—Escrammeville—Epaney—Ernes—Escoville—Etreham—Fiquefleur—Firfol—Garnetot — Le Ham—Hamars—Heuland—Honfleur—Hotot—Langrune—Maltot— Norrey—Orbec—Osmanville — Ouistreham — Plumetot — Putot—Quetteville—Sommervieu—Surville—Torteval—Totes—Tournebu—Tourville—Trouville—Vicques.

Departement de la Manche.

Angey — Ancey — Anderville — Barfleur — Barneville — Boucey — Bourey — Bricey — Brehal — Bricquebec — Branval (a small river) — Bricquebosq — Bricqueville — Carquebut — Chalandrey — Champcey — Chasseguey — Colomby — Curey — Dennerville — Dragey — Ducey — Ecoqueneouville — Eculleville — Fermanville — Flottemanville — Foucarville — Gatheme — Garville — Graignes — Grand-Celland — Le Ham — Hambye — Helleville — Herqueville — Houesville — Huisnes — Lande — d'Airou — Landemer — Lengronne — Lingeard — Le Sorey — Macey — Marcey — Mærtinvast — Mobecq — Moon-sur-Elle — Nacqueville — Nehou — Petit-Clelland — Pirou — Precey — Pretot — Querqueville — Quettchou — Quettetot — Quettreville — Quibou — Quineville — Roncey — Ronthon —

Sacey Saint-Osvin — St. Vaast-la-Hougue — Saussey — Soltevast — Sourdeval — Surville — Teurtheville — Tourlaville — Tribehou — Trottebec (a river) — Varenguebec — Vesly — Vesrey — Virey — Vrasville — Vretot — Yvetot.

Departement de la Seine—Inferieure.

Auppegard — Autretot — Avesnes — Bacqueville — Beaubec — Beautot — Le Bec de Mortagne — Belbeuf — Bennetot — Bois-Heroult — Balbec — Bolleville — Bondeville — Bourg-Dun — Bourville— Bourgetheroulde — Bouville — Bracquemont — Bracquetuit — Brametot — Butot — Caudebec (en Caux and les Elbeuf) — La Crique — Criquebeuf — Criquetot (four places) — Critot — Croixdalle — Danvourt — Darnetal — Denestanville — Dieppe — Douvrend — Ectot — Elbeuf — Eletot — Ellecourt — Epretot — Estelles — Etainhus — Etalville — Etretat — Fecamp — Flocues — Foucart — Freauville — Fry — Fultot — Goderville — Gonnetot — Harfleur — Hautot (five places) — Le Havre — La Haye — Heugleville — Heuqueville — Houdetot — Le Houlme — Houquetot — Hugleville en Can — Ingouville — Lanquetot — Lindebeuf — Lintot (two places) — La Londe — Louvetot — Nesle-Nodeng — Nesle-Normandeuse — Nointot — Norville — Notre Dame de Bliquetuit — Notre Dame de Bondeville — Notre Dame du Bec — Omonville — Oudalle — Raffetot — Robertot — Rouville — Ry — Sanvic — Sommery — Tancarville — Therouldeville — Totes — Le Torys — Mesnil — Turretot — Varengeville sur Mer — Vattetot sur Mer — Vatteville — Vergetot — Vibeuf — Yvetot.

SURNAMES AND CHRISTIAN NAMES.

Even among surnames a few of plain Norse origin may be found without going from house to house, such Boe, Foulque, Gardin, Grimard, Taillefer (Tholeifr), Havard, Havron, Herche, Thuit (Tveit). Talihou (Tollehoug-Thorleifshoug.)

The following Christian names are clearly Scandinavian:—Ygouf, Ozouf, Niel, Gor, Regnier, Regnault, Hostingue, Devic.

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